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Photograph by Jacob Gayer

WAGON WHEELS AND CATTLE LOOM LARGER THAN THE PLOW IN URUGUAY'S HISTORY

The monument to Uruguay's *gauchos*, or cowboys, standing in Montevideo at the corner of 18th of July Avenue and Constitution Street, shows on a side panel the pioneers who pushed inland over wagon trails with their families to settle the plains of the interior. Hunting the long-horned wild cattle over the open range, the *gauchos* built up the little country's big meat industry, which now ranks second only to Argentina's in volume of exports. Only recently has the plow become important in the nation's economy, as flax for linseed and wheat came into cultivation. Before the monument to those who made national news in Uruguay's recent yesterdays, newsboys sell the news of today, in which Uruguay takes on international importance as the site of all-American defense bases (Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Earthquake Attacks Romanian Oil Fields, Europe's Largest

THE best "close up" source of petroleum for Germany's manifold war needs has been Romania, and the entry of Nazi troops into that northern Balkan country beside the Black Sea has been ascribed to a perilous lack of oil and gasoline. Germany in normal times imported petroleum products by the 5,000,000 barrels from Romania.

But last month geography took a hand in the supply problems of the German war machine; hidden stresses deep under the earth's surface shook the oil fields in the worst earthquake yet recorded in Romania. Brick chimneys of oil refineries toppled. Oil seeped through giant fissures in the earth. Pipe lines broke. The question immediately arose whether the crippling of Germany's oil supply would write military history, by causing the Nazis to move on to the next great oil basin to the east, which lies in Iraq.

An Oil-Drenched 10,000 Acres with Production Waning

The present oil fields of Romania actually in production comprise about 10,000 acres, including most of the easily accessible oil deposits. These fields extend from the vicinity of Ploesti north along the eastern slopes of the Carpathian Mountains to the Polish border (illustration, next page).

The finding of oil in this region dates back to the 16th century, though commercial production did not begin until about the middle of the past century. Bucharest, the national capital, was lighted by oil as early as 1850. By 1866, petroleum production had reached the then large figure of 5,915 tons.

Romanian production has shown a continued decrease since the peak figure of 1936, when 8,700,000 tons or 64,380,000 barrels of petroleum came from Romanian wells. (Production in the United States is normally over a billion barrels annually.) This reduction has averaged about 835,000 tons each year since. The output in 1939 was 6,200,000 tons. Germany's wartime needs have been variously estimated at from 12 to 20 million tons, and over.

The loss in production in Romania has been ascribed to declining output in certain older fields, and to the reluctance of most of the large producers to engage in new drilling under existing petroleum laws, currency restrictions, and upset political conditions. Under Germany's 1939 trade treaty with Romania, Germany agreed to drill more wells in Romania and to establish new refineries.

Americans Share in Romania's Sixth-Ranking Output

Romania ranks sixth among nations in the volume of her oil production, her wells yielding one-fortieth of the world output. The country has more than 60 oil refineries. The Romanian fields are exceeded in the volume of output by those in the United States, the Soviet Union, Venezuela, Iran, and the Netherlands Indies, in the order named. Over 80 per cent of Romania's oil normally has been exported.

Before the outbreak of the present war, about 80 per cent of the Romanian oil industry was under foreign ownership of more than a half-dozen nationalities. Great Britain and The Netherlands owned about one-fourth of the total investment. French and Belgian holdings together amounted to about a third as much as the British-Netherlands investments, while the American share was only about an eighth as great as that of Great Britain and The Netherlands. The German and Italian investments were comparatively small, since the confiscation of their larger holdings at the end of the World War.

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Photograph by Maynard Owen Williams

CRETE'S LARGEST CITY TODAY IS THE SUCCESSOR TO EUROPE'S LARGEST CITY 34 CENTURIES AGO

The Cretan port and capital, Herakleion (also known as Candia), stands on the coast just northwest of the site of Cnossus, the fabled home of King Minos, which in the 15th century B. C. was probably the largest city of all Europe, with an estimated 80,000 inhabitants. The snowy peak of Mount Ida (right background) was venerated then as the birthplace of Zeus, whom the rest of Greece later adopted from Crete as the supreme god of Grecian mythology. Venetians, capturing the port as a naval base in 1208 A. D., built harbor works for anchoring their famous galleys and fortified walls which still stand. Locomotives running on Cretan rails (right foreground) are named for legendary characters of Crete's brilliant past—"Theseus" for the Grecian prince who killed the Minotaur in the Labyrinth, "Ariadne" for the girl whose ball of yarn let Theseus find his way out of the Labyrinth to marry her, "Minos" for the king who ruled Crete at the time of its greatest glory (Bulletin No. 2).

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Crete: Greek Key to Mediterranean Naval Strategy

THE oldest naval base in western history, the home of the fleet with which King Minos of legendary fame exacted tribute from Greece more than 3,000 years ago, has become again a strategic spot in Mediterranean warfare. The announcement that British forces had landed in Crete, bringing reinforcements of air and naval strength to that largest of the islands of Greece, has been followed by accounts of counter attacks launched from there against Greece's attackers, notably the blow inflicted on the Italian Navy at Taranto by British planes.

The military history of Crete dates back to mythical episodes of early Cretan civilization, the pioneer culture of the eastern Mediterranean. King Minos, whose vast palace at Cnossus may have been the Labyrinth in which Theseus is supposed to have killed the man-eating Minotaur, was called by early historians the first man to maintain a navy. This same fabulous Labyrinth recently excavated on the north coast of Crete was the legendary birthplace of aeronautics: there the inventor-architect Daedalus and his son Icarus were credited with constructing man's earliest wings to fly out of imprisonment.

Wall Frescoes Still Bright After 3,000 Years

The history of Crete was ancient when the island was praised by Homer in the Iliad as a fair, rich land of ninety cities, begirt with wine-dark sea. Excavations started less than fifty years ago have revealed to modern civilization its prehistoric culture, with rambling palaces, five-story houses complete with red window panes and swinging double doors, women wearing hats and gold hairpins. Frescoes painted on Cretan walls 3,000 years ago still show ladies luxuriously dressed in blue, crowds attending bull fights, men walking in gardens of flowers where butterflies hover.

The spot on which this prehistoric culture flourished and was forgotten is the fifth largest Mediterranean island. It lies less than 200 miles from the coast of Libia, about 350 miles from Alexandria, and about 125 miles from the Italian naval base on Rhodes in the Italian Dodecanese Islands. Athens, the Greek capital, is 160 miles to the north, while the southeastern promontory of the Greek mainland reaches within 60 miles of Crete.

Crete lifts its long mountainous bulk as a land barrier between the island-studded Aegean Sea to the north and the open Mediterranean Sea to the south. It is about 160 miles long and varies in breadth from 35 to 7½ miles.

Primitive Farming Methods Prevail

While the southern coast is almost harborless, several deep bays indent the northern shore. Of these, Souda Bay is one of the largest and safest ports in the Mediterranean, and Mirabello Bay, although open to the northeast, can accommodate a sizable fleet. At Souda Bay is an important Greek naval outpost.

Mountains are almost continuous throughout the length of Crete, culminating in Stavros (8,193 feet), the island's highest summit. Two-thirds of the island is a rugged stony waste, from which the ancient forests of cypresses and cedars have long-since vanished (illustration, next page). The limited areas of plain, river valley, and smoother foothills are very fertile.

Olives and olive oil are the leading products, but citrus and other fruits thrive, as do tobacco and cotton. Citrons, familiar to Americans as an ingredient of fruit

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In pre-war days Germany received most of its Romanian oil from Constanta, Romania's Black Sea port, the tank ships steaming through the Dardanelles into the Mediterranean Sea and up the Atlantic coast to ports in western Germany. The pipe line to Constanta was even then inadequate, and the supply was supplemented by shipments by rail to Germany. With the Mediterranean route closed, and with the development of a shortage of railway tank cars, Germany has had to rely largely upon the Danube River for the transportation of Romanian oil. This river is frozen over each winter for an average of five weeks. The Russian control of Bucovina and Soviet-occupied Poland, through which the best rail route to Germany extends, has further complicated Germany's oil problem.

The German explanation that the entry into Romania was designed to forestall any possible British sabotage of oil centers has recalled that, as the German fighting forces advanced into Romania in 1917, the oil wells were destroyed by the Romanians under British supervision.

Note: Romania's oil pipe lines, terminating at the Black Sea port of Constanta and the Danube port of Giurgiu, are shown on The Society's Map of Europe and the Near East (May, 1940). Copies of this map may be ordered for 50c on paper and 75c on linen.

Pictorial and descriptive material on Romania is found in the following articles in the *National Geographic Magazine:* "Caviar Fishermen of Romania," March, 1940; "American Girl Cycles Across Romania," November, 1938; and "Spell of Romania," April, 1934.

See also in the GEOGRAPHIC NEWS BULLETINS: "King Michael's Romania Now 36 Per Cent Smaller," October 7, 1940; "Romania's Border Areas Coveted by Dissatisfied Neighbors," October 16, 1939; "Germany Is Best Customer at Romanian Bargain Counter," May 1, 1939; and "Romania: Where a European Melting Pot Fails to Function," January 31, 1938.

Bulletin No. 1, December 2, 1940.

Photograph by Merl La Voy

WOODEN DERRICKS IN SERRIED ROWS MAKE "PETROLEUM FORESTS" IN ROMANIA

In Romania's older oil fields, brought into production a decade or so before petroleum was discovered in the United States, derricks were built entirely of wood, and enclosed to protect workmen and tools from the weather. Newer wells, however, have derricks built of steel, which can be unbolted and carried to other sites in case the wells prove unproductive. Approximately 2,500 Romanian wells are now in production (in the United States, for contrast, Texas alone has more than 80,000 wells). A special feature of Romanian fields is the use of nearly 200 oil mining shafts, sunk into the ground or dug into the side of a mountain; men, lowered down the central shaft in a cage, work along radiating underground galleries, where they dig pits into the oil-bearing sands.

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Tangier, Mediterranean's Southern Gatepost, Gave U. S. Rights

THE international police force at Tangier, in colorful uniforms much admired by travelers looking for exotic scenes in Africa, was abolished last month in a political move that echoed even in the United States. When Spain took over the policing and general control of Tangier, three other European countries as well as the United States were affected by the shift in African politics. The United States promptly registered a diplomatic complaint to Spain.

The city and port of Tangier is in the central zone of the three into which Morocco is divided—the formerly "international" Tangier Zone, with Spanish Morocco to the east and with French Morocco to the south. The Tangier Zone is a roughly rectangular area of 225 square miles carved out of mid-Morocco at the extreme northwestern corner of Africa.

Considered Too Important for One Nation To Control

The port lies 35 miles southwest of the Rock of Gibraltar, at the southern entrance from the Atlantic to the Strait of Gibraltar. While not situated at the narrowest part of this strategic Strait, it nevertheless stands in an important spot for patrol duty. It is only 25 miles from the nearest point in Spain. Every European and African country with vital interests in Mediterranean or Atlantic shipping has a stake likewise in Tangier.

Because no interested nation was willing to entrust to others the control of this strategic strait-side port, the Tangier Zone was declared "permanently" neutral and demilitarized by international agreements signed in 1906, 1923, 1925, and 1928. The governing body was an International Assembly of 27 members, in which the Sultan of Morocco was represented by an official who was President of the Assembly. The Administrator was a Spaniard, with British, French, and Italian assistants.

The opinion was once voiced by Lord Nelson that the city should be either English or under neutral control. A Portuguese queen in 1660 actually brought it under British rule as part of her dowry when she married King Charles II, but 24 years later the English abandoned it to the Moors.

Sultan's Friendship Gave Americans Special Rights

American treaties of friendship with the Sultans of Morocco, of which the latest was signed in 1836, have preserved for U. S. citizens anywhere in Morocco certain rights of extraterritoriality, such as the right of trial before American consular officials instead of before Moroccan courts. The United States has never officially recognized the international control of Tangier.

Tangier started out as a Phoenician colony. Later it fell under the power of Carthaginians, Arabs, Portuguese, and Spaniards, as well as the English. It barely escaped being a "powder barrel" to start a world war in 1906, when Germany attempted to take part in the government of Morocco. The Empire of Morocco is still in theory an absolute monarchy, in which the Sultan exercises final political and religious control. Outside Tangier, however, Spain and France have maintained all effective authority in their respective shares.

Long the gateway to Morocco, Tangier has not profited under international control; Casablanca, a boom-town on the Atlantic in French Morocco, has rapidly forged ahead of the older port.

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cake, are a Cretan specialty. While olive culture has profited from improved methods, farming technique is still generally quite primitive, and the cereal crops are insufficient for the island's needs.

Cattle, sheep, and goats find abundant summer pasture in a number of sheltered upland basins. There are forests of chestnuts and valonia oaks, and, in isolated sections, groves of cypresses remain.

Surrounded by the warm Mediterranean, Crete has a mild winter climate (January average temperatures may hold between 50 and 54 degrees Fahrenheit), and sea breezes keep the coasts tolerably cool in summer when the inland plains are hot. By contrast, snow may fall on the high mountains in autumn and remain there until the following July.

Khania (Canea), the capital, is near the west end of the north shore. Here walls and galley-slips recall the period of Venetian occupation. Herakleion (Candia), in the middle of the north coast, is the largest city, with 33,000 inhabitants (illustration, inside cover). Crete's total population is 387,000.

Note: Information and pictures on Crete are to be found in the following articles in the *National Geographic Magazine:* "Modern Odyssey in Classic Lands," March, 1940; and "Cruising to Crete," February, 1929.

Modern Crete's importance in the Mediterranean can be seen on The Society's Map of Europe and the Near East. Notes on ancient Crete's role in Greek history and mythology appear on The Society's Map of Classical Lands of the Mediterranean.

Bulletin No. 2, December 2, 1940.

Photograph by Maynard Owen Williams

A DOUBLE-DECKED AQUEDUCT CROSSES THE LAND WHERE GREEK ARCHITECTURE WAS BORN

The treeless northern mountains of deforested Crete, part of which the natives call "Desert of Stone," present inhabitants with the problem of water supply. The aqueduct was built to carry water in a tile pipe across a mountain stream and through treeless wastes to distant human consumers. Near this young structure, only a century or two old, stand the recently excavated ruins of Cnossus, prehistoric metropolis of the eastern Mediterranean. The rambling palace of King Minos at Cnossus, the Empire State Building of its time, has been acclaimed as the first real architecture built in Grecian territory. Three or four stories high, lavishly supplied with stone staircases, it had a maze of rooms arranged around a central court 20,000 square feet in area, and was equipped with one of the finest drainage systems yet excavated, supplying hot and cold running water to the occupants.

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Tower of London's Ravens Among World's Privileged Pets

WHEN a bomb in a recent air raid damaged the Tower of London, the numerous sightseers who had streamed through the grim old landmark in times of peace began to recall the ancient curiosities hitherto preserved there. The 900-year-old edifice—fortress, palace, and prison—has in recent years been a virtual museum of British traditions and treasures (illustration, next page).

One of the quaintest of the Tower's oddities was the quintet of black birds which contributed to the old building's gloomy atmosphere. They made up the "Corps of Tower Ravens," the members of which and their predecessors have strutted about the Tower Green for centuries, with a high rank among the world's most privileged pets. Americans who observed them on peacetime visits to the Tower have not yet been able to learn the birds' wartime fate.

The five ravens were as much a part of the Tower as the khaki-clad soldiers pouring out of Waterloo Barracks, or the sightseers gaping at the Crown Jewels, or the troop of Yeoman Warders—London's famous "Beefeaters"—in their picturesque red-striped costumes. A curious document, "The Nominal Roll of the Corps of Tower Ravens," even listed the birds' vital statistics.

Ravens Prankish in Yard Where Queens Were Beheaded

Larger than a crow, not as large as a vulture, the ravens measured nearly two feet from beak to tip of tail. Their glossy black plumage, inky beaks, and jetlike eyes gave them a funereal appearance, which was heightened by their hoarse croaks.

Visitors usually found them hopping over the shadow-flecked grass of the Tower Green, when bright sunshine visited that space of dark and bloodstained history. As ominous as Poe's "Nevermore" raven, they haunted the paved square marking the spot where Queen Anne Boleyn, Queen Katherine Howard, Lady Jane Grey, and other personages of tragic memory perished on the headsman's block.

Their wings were regularly clipped to keep them from flying away. The Yeoman Warders would throw a cloth over them while roosting to catch them for reclipping. But catching them was not easy, for, as the Yeoman Warders would explain, "They are as artful as a wagon load of monkeys." One of these prankish pets has been known to play dead, and when approached, to rise up and nip the Resident Governor's finger. Since they are carrion birds, feeding on meat, their sharp pecks were dangerous.

Lived on Beef, Eggs, Mice

The Yeoman Warder who acted as their mess officer fed the ravens daily, between nine and ten in the morning. Rations were raw shin of beef and fresh eggs. And they liked their eggs *fresh*. When they satisfied their appetites, they would dig a hole in the turf with their strong beaks, insert the remaining beef or egg, and cover it up for a later repast. It was not unusual to see a raven stalking around with a whole hen's egg in his beak. If the ravens' feeding was ever neglected, they made up their rations with mice, or occasionally with a visiting pigeon.

Ravens have been tenants of the Tower for so long that no one knows when they first came. One may conjecture that not long after William the Conqueror founded this great fortress, ravens flew in from the then-surrounding forests to nest on its high turrets.

Whenever one died, another bird was imported to replace it. More birds were

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Tangier is truly an international city. Its population of more than 60,000, aside from the slight Moorish majority, is made up of British, French, Spanish, and Italians. The twelve thousand Jews are mostly Moroccan subjects, many being Spanish-speaking descendants of exiles driven out of Spain.

The city's white-walled buildings creep down the hillside to the palmy edge of the large bay, giving the community a bowl-like appearance. The name "Tangier" is derived from "Tanja," an Arabic word for a clay cooking vessel.

As the streets were planned before the advent of vehicular traffic, the buildings in the oldest parts of the city press closely upon the cobbled footpaths, so narrow in some cases as to force pedestrians into doorways to permit the passage of laden donkeys. Camels must unload outside the city gate. A railroad connects Tangier with Fez, Casablanca, and other points.

The ancient city has yielded somewhat to such modern influences as machinery, concrete and steel construction, electric lights, and telephones. European merchants with establishments of a continental type are gradually replacing the quaint little boxlike shops where the Moroccan shopkeeper sits on the floor, three or four feet above the street, sedately smoking a long reed pipe.

Tangier was once the diplomatic headquarters for Morocco, though it was never one of the capitals. This arrangement was made to save foreign legations the inconvenience of being obliged to follow the court of the sultan in its continual migration from one capital to another, across country where there were no roads.

Note: The strategic importance of Tangier in the Atlantic and western Mediterranean theaters of war is shown on The Society's Map of The Atlantic Ocean. This map marks the air lines and the railroad which connect Tangier with Europe and with other places in Africa.

Bulletin No. 3, December 2, 1940.

Photograph by H. F. Wight

SPAIN DOMINATED TANGIER'S MARKETPLACE FIRST, THEN ITS GOVERNMENT

From Spain, the nearest foreign country, came grapes and other luscious fruit to be sold in the outdoor market of Tangier. Most of the merchandise, however, is raised or made by country folk in rural districts around Tangier Zone, brought to the market on donkey-back and sold by the producers. In characteristic African fashion, the market is a cluster of different sections, each one devoted to the sale of some special commodity, such as grapes or pottery. The "salesgirls," who must wield their primitive hand scales all day in the hot sun, wear broad hats, while men customers protect their heads with turbans.

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U. S.-Uruguay Agreement for All-American Defense Bases

AN AGREEMENT for construction of cooperative defense bases, to be maintained in Uruguay with United States aid for the use of all American countries, has recently been reported from Montevideo. Thus the smallest South American republic has become the first to conclude all-American defense arrangements.

Though smaller than Nebraska, Uruguay is rich in potential air fields and naval bases. Moreover, its situation confers upon it a considerable strategic advantage.

Capital Is South America's Sixth Largest City

Most of the South American midget nation consists of rolling grassy plains, with broken country only in the hilly north. A relatively "winterless" land, it has weather that is 80 per cent sunny, with no summer month hotter than a 75-degree average and no snow in winter. Consequently it contains many spots, both coastal and inland, which are easily adaptable for air bases.

Uruguay is strategically situated on the continent's southeast coast between the two largest South American countries—Brazil to the north and Argentina to the west. Argentina's capital, Buenos Aires—largest city of South America—lies 123 miles west of Uruguay's capital, Montevideo, which is the sixth largest city of South America by virtue of containing almost a third of the little nation's people. Rio de Janeiro is 1,150 miles northeast of Montevideo, but no other large foreign city is nearer Brazil's capital.

Uruguay is 4,150 miles by air from the United States, 4,250 miles from Capetown in the British Union of South Africa, 4,200 miles from German-influenced French West Africa. It is actually the most remote Latin American nation from the U. S. by airline—both northern Argentina and northern Chile are closer.

With salt-water frontage on the Atlantic and a fresh-water coast along part of the vast mouth of the Rio de la Plata, the Republic has a grandstand seat for bases guarding South Atlantic shipping as well as the rich commerce of upriver La Plata ports, including Buenos Aires and other cities of Argentina, Paraguay, and Bolivia.

Saddle Is National Symbol

Although Uruguay is relatively small compared with the territorial giants of South America, it has an area of 72,153 square miles, more than the combined extent of Denmark, Switzerland, Belgium, and The Netherlands. The population is estimated to be somewhat in excess of two million.

Three-fifths of Uruguay's land is devoted to sheep and cattle raising, an industry especially favored by Uruguay's mild climate and rolling plains covered with nutritious grasses. Animals and animal products have accounted for as much as 95 per cent of the nation's entire exports.

Like her vast neighbor, Argentina, Uruguay's best customer as well as first source of supply is meat-eating Britain, with the United States second. Before the outbreak of the present war, Germany had been making rapid gains in sales to the Uruguayans, coming up to a position in 1937 challenging that of Uncle Sam. Of Uruguay's important wool exports for the 1938-39 season, Germany took 29 per cent, the United States 14 per cent, and Great Britain eight per cent. Conquered Poland also was once a valuable customer for Uruguayan wool, taking in 1938-39 six and a quarter per cent of the export supply.

The accent on stock raising, as carried on over Uruguay's great ranches, has

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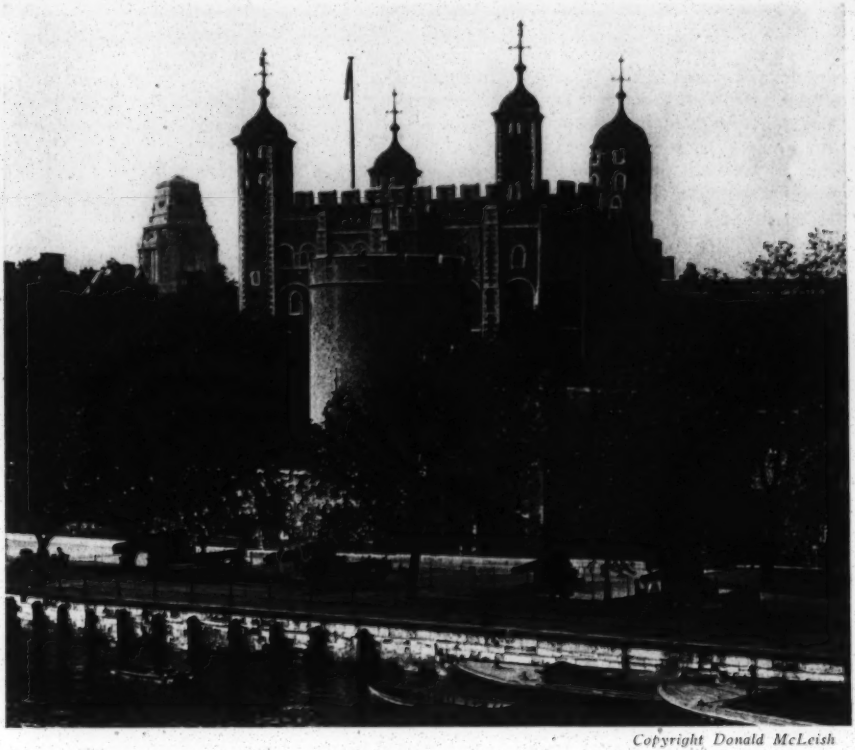
usually donated than could be accepted. Since the birds lived to a great age (one remained at the Tower for forty-four years), importations were not frequent. Each raven was generally given the name of his donor, and sometimes a nickname in addition. The "Nominal Roll" recorded the names of the ravens, their donors, nationality, approximate age, and date of arrival at the Tower. The latest five, acquired between 1924 and 1928, all came from Scotland.

Note: The following articles in the *National Geographic Magazine* contain material on London, including references to the Tower of London: "As London Toils and Spins," January, 1937; "Along London's Coronation Route," May, 1937; "Some Forgotten Corners of London," February, 1932; and "London from a Bus Top," May, 1926.

London is described also in these GEOGRAPHIC NEWS BULLETINS: "London Is One of World's Best Air Targets," October 7, 1940; "London Guards Newsy Fleet Street, Avenue of Words," April 17, 1939; "London's 'Underground' Deals in Astronomical Figures," February 27, 1939; and "The World Pours Food Into London Port," March 14, 1938.

In Vol. 2 of The Society's two-volume "Book of Birds" there are pictures and information on the raven, including the famous Tower of London's pets.

Bulletin No. 4, December 2, 1940.



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THE TOWER OF LONDON, WITH TWENTY-TWO TOWERS, IS THIRTEEN ACRES OF HISTORY

The square White Tower in the center (so-called because it was formerly whitewashed), with a turret at each corner, was begun in 1078 by England's last successful invader, William the Conqueror, to guard the Thames (foreground). Later monarchs built around it a series of inner defenses fortified with thirteen towers, and an outer wall with eight towers. Prisoners there have included kings of England, Scotland, and France, and the gloomy procession of Henry VIII's queens on their way to the executioner; Henry VIII had married two of them there. The two "little Princes of the Tower," one of them Henry VI, were murdered there. Queen Elizabeth before ascending the throne in 1558 was imprisoned in the Tower for two months. Sir Walter Raleigh and William Penn also served sentences within these walls.

made the saddle rather than the plow the country's national symbol. A fertile soil, however, produces excellent crops of wheat, corn, and oats. Industry, too, is an activity that is giving employment to an increasing number of citizens, especially in and near the capital, Montevideo.

Progressive Uruguay is one of the most literate South American nations. Its people are almost entirely of European stock. It is estimated that about a third of the population is of Italian blood. Some 10,000 are German. The last formal census, taken in 1908, when the total population was given as 1,042,686, showed that more than 180,000 were immigrants.

It was outside the harbor of Montevideo last December that one of the present war's most dramatic sea chapters was written—the scuttling of the German pocket battleship, the *Graf Spee*.

Note: Uruguay, South America's smallest country, is shown in some detail on The Society's Map of South America (paper 50c; linen 75c). In addition to the principal cities and towns, mountains, rivers and railroads of the country, its airways, chief natural resources, and temperature are charted on inset maps.

Bulletin No. 5, December 2, 1940.

Photograph from Oficina Municipal de Propaganda e Informaciones

URUGUAY IS THE VACATION LAND OF SOUTH AMERICANS

This smallest South American republic, with an Atlantic coast on the east and a southern coast on the broad Río de la Plata, has an ample fringe of beaches, breeze-swept in summer and sun-warmed in winter. Pocitos Beach, outside Montevideo, the capital, is striped with typical lines of surf, beach umbrellas, peaked cabanas, and skyscraper hotels, many of them government-owned. Two of South America's largest cities, nearby Montevideo and Buenos Aires 123 miles away, contribute to the crowd of visitors to Uruguay's beaches.

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